



Big Beaver Road Pedestrian Symposium

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To whom it may concern:

On Tuesday, September 30th and Wednesday, October 1st the City of Troy kicked off Move Across Troy by hosting the Big Beaver Pedestrian Symposium. This two day event was a focused effort to discuss pedestrian mobility barriers that exist on Big Beaver, between Adams and Dequindre Road, and explore future solutions. This sprawling corridor is diverse in its demographics, problems, and opportunities so Mark de la Vergne, creator of the Chicago Pedestrian Plan and transportation expert at Sam Schwarz Engineering, was hired as a consultant to oversee and identify best practices moving forward. The two-day event featured a working-meeting symposium attended by stakeholders, City Council members, experts, and staff and then a public symposium, which opened up the floor to residents and businesses for their guidance and feedback.

The working-meeting symposium focused on the identification of issues, a short walking tour of Big Beaver Road, and a discussion of the application and strategies for improvement. In the short-term, the group consensus was that maintenance around I-75, enhancements in pedestrian crossing markings, and focusing on strategic locations would be the most impactful. The long-term goals centered on public-private partnerships for major funding and a trolley service, or alternative pedestrian accelerator, running through the corridor.

The public symposium was conducted through two open house workshops, during the lunch hour and in the evening, and included a series of stations that visitors stopped at to collect background and best practice (mid-block crossings, intersection crossings, I-75 underpass and on/off-ramp crossings, and grade separation crossings) information. The workshop concluded at the feedback and interaction station where Mark de la Vergne and City Manager Brian Kischnick were available to hear input for improvement. The event was attended by residents, City Council members, employees along Big Beaver, and business owners. Each offered unique insight on the day-to-day realities of pedestrian issues along Big Beaver.

This study was co-sponsored by the Michigan Department of Transportation (MDOT) and in the immediate future funds are being used to improve the I-75 right-of-way and underpass with trees and new fencing. In November, Mark de la Vergne will submit his report of recommendations for the short and long-term solutions for Big Beaver. In December, he will partner with Carlisle/Wortman Associates to evaluate and identify funding solutions with a final presentation and study session given to City Council and the Downtown Development Authority (DDA) in January 2015. Attached with this report are the two symposium agendas, the working-meeting transcript, a public comment summary, and the six miles of GIS mapping used to identify problem/possible solutions and destination/population density.

Any questions or comments can be addressed to moveacrosstroy@troymi.gov and updates as well as all supplemental information can be found at troymi.gov/moveacrosstroy.